RAILROADS' BUMPER YEAR

Reach High Water Mark in Expansion and Low Ebb in Contraction.

NEW LINES NUMEROUS; FAILURES FEW

Bankruptcy Scarcer Than in Former Years as Result of General Prosperity that Has Swelled Revenues.

Six months ago, when the Railway Age published its summary of railroad building for the first half of 1902, it appeared evident that the new mileage for the entire year would exceed 6,000 miles, but the incessant rains during July and August, and in some portions of the country during September and October, seriously interfered with grading and tracklaying, and the delays thus encountered, coupled with the difficulty, so widely experienced, of securing rails, have prevented the realization of our expectations. However, the new mileage completed during 1902 exceeds that of 1901, when 5,322 miles of track were laid, and is greater than that of any year since 1896, when 5,670 miles were built, according to the Railway Age. The returns for the year just ended are still incomplete, and when they are all received it is quite possible that the figures for 1890 will be eclipsed. As the record stands today, it shows a total of 5,549 miles of track laid on 349 lines in forty-four states and territories from January 1 to December 31, 1902, exclusive of second track and sidings and without taking into consideration many private lines and logging roads which have been built for temporary use.

Building by Sections.

Considered with reference to grouping of states as arranged by Poor's Manual, the new track is distributed as follows:

New England states	95.06 miles
Middle states	219.00 miles
Central northern states	567.34 miles
South Atlantic states	533.15 miles
Gulf and Mississippi states	481.57 miles
Southwestern states	2,579.11 miles
Northwestern states	629.39 miles
Pacific states	426.44 miles

The greater part of the work of the last year has been carried on by the large systems, which continue to build branch lines into new and undeveloped territory, and there has been little parallel building, one notable exception being the Chicago Great Western, which has completed sixty-six and a half miles of its 130-mile extension from Fort Dodge, Ia., to Omaha. The Chicago, Rock Island & Pacific system, including the Choctaw, Oklahoma & Gulf and other acquired lines, has expanded most by construction and has added 626 miles in Oklahoma, Indian Territory, New Mexico, Texas, Missouri and Arkansas. The St. Louis & San Francisco and allied lines have built 609 miles in Missouri, Arkansas, Texas, Indian Territory and Oklahoma, and the Santa Fe system has completed 185 miles in Arizona, New Mexico, Texas, Indian Territory and Oklahoma. Some of the other large systems have built new lines as follows: Great Northern, 194 miles in Minnesota, North Dakota and Washington, not counting the extensions built in Canada; the Southern Pacific, 165 miles in Louisiana, Texas, Nevada, California and Utah; International & Great Northern, 129 miles in Texas; Chicago Great Western, 112 miles in Minnesota and Iowa; Chicago & Northwestern, including the Chicago, St. Paul, Minneapolis & Omaha and the Fremont, Elkhorn & Missouri Valley, 178 miles in Wisconsin, Minnesota, Nebraska and South Dakota; Chicago, Milwaukee & St. Paul, 95 miles in Iowa, Minnesota, North Dakota and South Dakota; Illinois Central, 74 miles in Mississippi, Kentucky and Illinois; Missouri, Kansas & Texas, 80 miles in Kansas, Oklahoma, Indian Territory and Missouri; Texas & Pacific, 63 miles in Louisiana; Missouri Pacific, 137 miles in Louisiana, Missouri and Arkansas; Oregon Short Line, 58 miles in Utah.

Other New Lines.

Important new lines which do not seem to be identified with any of the great systems have laid track as follows: El Paso & Southwestern, 161 miles in New Mexico, Arizona and Texas; Ozark & Cherokee Central, 132 miles in Arkansas and Indian Territory; Fort Smith & Western, 56 miles in Indian Territory; St. Louis Valley, 100 miles in Illinois; Iowa & St. Louis, 60 miles in Iowa and Missouri; Des Moines, Iowa Falls & Northern, 53 miles in Iowa.

The two important independent lines which have a large projected mileage each—the San Pedro, Los Angeles & Salt Lake and the Kansas City, Mexico & Orient—have accomplished but little in the way of track laying, the former having completed but thirty-one miles in California and the latter but forty miles in Kansas and Oklahoma and twenty-eight miles in Mexico. However, the Orient line has finished a large percentage of its grading and proposes to push the work of track laying early in the year.

The following table indicates new construction by years since 1887, inclusive:

Year.	Miles.	Year.	Miles.
1887	12,983	1895	1,833
1888	7,106	1896	1,848
1889	6,230	1897	1,889
1890	5,670	1898	3,063
1891	4,281	1899	4,588
1892	4,192	1900	4,437
1893	2,635	1901	5,322
1894	1,949	1902	5,549

The main line mileage of the United States at the close of 1901 was 198,787 miles, according to "Poor's Manual," and the addition of the 5,549 miles completed in 1902 brings the total mileage of the country up to 204,336 miles on January 1, 1903.

Bankruptcies Are Few.

The low water mark of railway bankruptcies which was reached in 1901, when only four receivers were appointed, has scarcely been raised during the last year, only five companies being placed under receivership on account of insolvency in 1902, and these succumbing to difficulties of long standing. No road of any importance has failed to meet its obligations. The little New York & Pennsylvania, fifty-two miles, was put through the reorganizing processes of receivership and foreclosure in three months, with great financial improvement; the Chicago & Southwestern, which had been in a chronic state of impecuniosity for years, has been bought by a strong company and placed under a receiver for the purpose of straightening out the title, and the three other little roads in the list had never been successful. The record of mileage and obligations is as follows:

ROADS PLACED UNDER RECEIVERS IN 1902.

	Miles.	Bonded Debt.	Capital Stock.
N. Y. & Pennsylvania	52	$ 500,000	$ 500,000
Chicago & S. E.	127	395,000	†2,500,000
Carolina Northern	46	450,000	500,000
Georgetown & Western	50	500,000	400,000
Kansas & Southern	9	*45,000	*45,000
Total five roads	278	$1,890,000	$3,945,000
Total bonds and stocks			5,835,000

* Estimated. † Authorized.

The capital stock of the Chicago & Southeastern is placed at the amount authorized to be issued, no further information being obtainable; but a much smaller figure than $2,500,000 would better represent the value and thus materially reduce the total in that column.

Only twenty-two roads, aggregating 1,270 miles out of the 204,000 miles of railway in the United States, are now being operated by receivers on account of failure to meet their obligations.

The record of foreclosure sales also shows rapid progress toward complete reconstruction and solvency. In 1902 there were sold and reorganized eighteen roads, aggregating 693 miles and representing a nominal capitalization of nearly $40,000,000.

Progress of Reorganization.

How rapidly the costly work of reorganization has gone forward is shown by a recapitulation of annual foreclosures, beginning with 1878. The summary shows the number of roads to be 670, total mileage involved, 115,107, and the amount of money in stocks and bonds, $6,795,047,000.

The record of the year in car and locomotive building is nearly equal to that of last year, when all previous records were surpassed. The necessities of the railroads are more clearly indicated by the orders which have been placed for new equipment than by the number of cars and locomotives actually built during the year, since the latter figures are merely a statement of the capacity of the various building concerns.

The Railway Age has compiled from its weekly records a statement showing that during the year 1902 orders have been placed for the building of 185,000 freight cars, 4,700 locomotives and 2,700 passenger equipment cars of the various classes, including baggage, mail and express. The figures have been corrected and additions made by officials of the road concerned and by the manufacturers, and are presented in detail. A corresponding record published by the Railway Age on January 3, 1902, showed totals of 193,000 freight cars, 4,340 locomotives and 2,879 passenger cars.

May Yet Be Saved.

All who have severe lung troubles need Dr. King's New Discovery for Consumption. It cures or no pay. 50c, $1.00. For sale by Kuhn & Co.

WATER INVADES THE HOUSES

Many Families Rescued from Partially Submerged Houses in White River Valley.

SEATTLE, Wash., Jan. 4.—White river overflowed its banks near O'Brien station, fourteen miles below Seattle at 3 o'clock this morning. The people of the town were awakened by the water in many cases creeping into their beds.

A relief train was ordered from Seattle and on arriving with boats the rescuing party found several families, the women and children of which were huddled on chairs and tables in order to keep from the water that was more than two feet deep on the floors. All persons were taken to places of safety. No lives are reported lost, but much property has been ruined or lost.

Tonight the floods are subsiding and no further danger is feared.

Not since 1869 has there been such floods in the White river valley. The present one was caused by the recent nine days' rain and the chinook winds which melted the heavy snows in the Cascades.

Announcement was made today by the Great Northern that the Madison bridge would be repaired Monday evening and the first break in the traffic blockade would be made during the night by the arrival of an overland train. It will carry four days' mail.

There is no telling when the Northern Pacific main line will be open, but probably not for several days. Tonight the Portland division was cleared and the first train in two days came in from the south. All the coast lines from Seattle north, with the exception of the Whatcom line, have been cleared and this latter will not be in operation until some time tomorrow.

Large forces of men are at work on the line between Seattle and Tacoma. The announcement is made tonight that it will be opened at noon in a temporary way.

The Seattle-Tacoma interurban line probably will not be in operation for several weeks so great is the damage.

PERSONAL PARAGRAPHS.

J. H. Holt, a ranchman from Miles City, Mont., is at the Paxton.

George Bogart, a banker from Shenandoah, is at the Paxton hotel.

Mrs. H. Sues Arts and A. Arts of The Hague, Holland, are at the Iler Grand.

W. A. Follett and wife of Atlantic, Ia., are spending a day or two at the Millard.

John P. Bleeg of St. Louis is among the late arrivals for the implement dealers' convention.

P. A. Sorg and W. H. Dechant of Middleton, O., prominent in the tobacco world, are registered at the Millard.

E. T. McCarthy of Cambria, Wyo., who has enticed the smile of fortune from out a Deadwood mine, is at the Millard.

P. A. Sorg of Middleton, O., interested in the Millard hotel, and W. L. Deckanty of the same town are at the Millard.

Messrs. James, M. F. and V. Dumond are a trio of vaudeville artists with this week's Orpheum show who are at the Millard.

W. A. Irwin of Red Oak, Ia., and M. J. Powers of Beatrice, Neb., are merchants stopping at the Murray while in Omaha on business.

John S. Hogan, Pender; Leo Tobin, North Platte; A. C. Crose, Shenandoah; F. Harris and H. L. Webster, Tekamah, are among Nebraskans at the Merchants hotel.

Captain W. M. Wright, acting inspector of the department, will go on a tour of inspection this week to include Fort Sill, Jefferson Barracks and Fort Leavenworth.

Henry O. Nilsson has returned to Lincoln to resume his studies at the university, after spending the holidays with his parents, Mr. and Mrs. J. Nilsson, 1715 South Tenth street.

A. Willey of Chicago, R. W. Thomas of Anaconda, Mont., E. B. Thaw of Richmond, Va., and Charles E. Alberts of Minneapolis are among business visitors registered at the Iler Grand.

W. I. Clover of Cozad, Albert Stern of Logan, Ia., F. L. Landon of Silver City, Ia., and W. F. Petell and W. Hansen of Fremont are at the Arcade for the implement dealers' convention.

LOCAL BREVITIES.

Tom Wilson of Cattison, N. J., and James Burk of Chicago are held at the city jail as suspicious characters.

Frank Warring, son of Court Reporter Warring, will this morning be taken by Sheriff Powers to Lincoln for recommitment to the insane asylum. Warring has been out for some time on parole, but was found to be in a condition which did not allow of his liberty.

Elmer Wormsley of South Omaha was last night arrested and will answer to the charge of assault and battery. It is supposed that he is the man who struck Louise Cohen of 1019½ Capitol avenue in the eyes and tried to choke her Saturday night. The eyes of Louise were swelled shut, so that she could not see for a number of hours.

Always the Same Good Old

BLATZ BEER

The Pride of Milwaukee

Send Postal Card for New Brochure which tells why

BLATZ BEER IS RIGHT

BLATZ MALT-VIVINE

(NON-INTOXICANT)

TONIC FOR THE WEAK

All Druggists or Direct

VAL. BLATZ BREWING CO., Milwaukee

OMAHA BRANCH,

1418 Douglas St. Tel. 1081.

MEN IN THE CABS COME NEXT

Firemen and Engineers on Union Pacific Will Demand More Pay.

TO FOLLOW CONDUCTORS AND BRAKEMEN

Strikers Claim the Trainmen and Telegraphers Are Profiting at Shopmen's Expense and Score the Engineers.

The Union Pacific engineers and firemen have mounted the band wagon, taken up the refrain, "more pay," and are preparing to meet the officials the first part of February.

First it was the telegraphers who asked President Burt for more money. They got it. Then came the switchmen and their stipends were increased. Now the conductors and brakemen are in the city and today will confer with the officials, with the latter's consent, as to an advance in wages. That they will get it is not doubted. The engineers and firemen have all their plans laid and have even gone to the extent of engaging quarters at the Arcade hotel February 1 for their grievance committee, twenty members.

In the meantime the shopmen's strike, which began over six months ago, drags wearily on, and if the men get more pay and are not forced to do piecework it will be because the company's power to resist these demands longer has been vanquished and it is compelled in its own interest to yield.

The action of the trainmen and telegraphers had its origin in that national movement planned some months ago and originally published in The Bee. It engaged the trainmen of every trunk line in the union west of New York. It contemplated a general increase in wages on the grounds, primarily, that the cost of living had gone up disproportionately with the standard of wages. The enginemen also complained that the increased capacity of locomotives worked a hardship on them. The proposition was that all roads should grant the demands or a general strike would ensue. The scheme is working with good results. Most of the roads approached have yielded without delay.

Profit at Strikers' Expense.

The claim of the Union Pacific strikers, the machinists, boiler makers and blacksmiths, that their long and expensive struggle with the company has facilitated the efforts of the other employes of that road in securing their demands doubtless is entitled to serious consideration. With the motive power shops tied up the company finds itself in the midst of about all the labor difficulties it can handle. There is a strong feeling among the shopmen against the engineers, as a body, not individually.

"They are a set of autocrats," says President John McNeil of the boiler makers. And a prominent local leader yesterday said:

"Among the engineers are many good fellows, but as an organization they are nothing but leeches. They take all the help we can give them in this indirect way, but never offer to help anybody else."

The eighteen members of the trainmen's grievance committee, representing the conductors and brakemen, expect to meet Superintendent Buckingham of the Union Pacific today.

Nip Them in the Bud.

If you have loss of appetite, headache, constipation or biliousness take Electric Bitters. It cures or no pay. Only 50c. For sale by Kuhn & Co.

MOROCCAN WAR NEARS END

Sultan Recognizes His Brother and Pretender's Cause Loses Supporters Immediately.

TANGIERS, Morocco, Jan. 4.—According to official news received here from Fez the adroit move of the sultan in bringing his brother, Mulai-Mohammed, to the capital has attained the desired object of depriving the pretender to the throne of his prestige, and the latter has retired, discredited, to Taza. He has been deserted by a number of local tribes, who dispersed to make sure of their booty.

Buhamara, the pretender, having claimed the intention of enthroning Mulai-Mohammed, his rebellion has no longer any reason to continue, as the sultan has publicly reconciled himself with his brother and Mulai-Mohammed has made a solemn entry into Fez, acclaimed by the populace.

The sultan has announced the appointment of Mulai-Mohammed as governor of the province of Fez, thus disproving the rumors that Mulai-Mohammed aspired to the throne. When this had been done, according to the official authority for these statements, the tribes around Fez swore fidelity to the sultan and denounced Buhamara as an imposter, whom they would prevent from coming to Fez.

All immediate danger has disappeared. The routes from Fez to the coast are open. It is said the sultan is now preparing a large expedition with the intention of crushing the rebellion.

Advices received here from Fez, under date of December 29, are to the effect that the members of the Haina tribe, who were fighting for the pretender, have declared their allegiance to the sultan. Twenty thousand troops have reached Fez from the Sus district.

The sultan has placed his brother, Mulai-Mohammed, in command of the expedition against Buhamara.

ONLY ONE PERSON WAS KILLED

Wreck on Southern Railway Causes Injury to Twenty-Seven People and Death to Engineer.

BIRMINGHAM, Ala., Jan. 4.—A passenger train on the Southern railway, bound from Atlanta to Birmingham, left the rails last night near Weems station. The baggage and mail cars rolled down an embankment and were demolished.

Although the train was filled with passengers, Engineer White was the only person killed. His mangled body was found under the locomotive.

Twenty-seven passengers were slightly injured.

A relief train brought the injured to Birmingham. The passenger coaches remained on the ties.

The derailment occurred on a curve and was caused by the spikes in the rails being pulled out by a preceding freight, which had gone three miles with one of the wheels on the ties. When the locomotive pulling the long train from Atlanta struck the insecure rail it left the rails and turned over, crushing Engineer White to death. The combination express and mail car split in two lengthwise, part of it falling against the wreckage of the baggage car.

The wreckage was cleared and traffic resumed today.

Bribery Trial Begins Today.

ST. LOUIS, Jan. 4.—The case of Charles F. Kelley, former speaker of the house of delegates, charged with bribery in connection with the suburban deal, will be called in Judge Douglas' division of the criminal court tomorrow morning. Kelley is also indicted on charges of bribery in connection with the lighting bill and perjury.

A Story Worth Telling

We never tire of telling the story of **Uneeda Biscuit.** We do not believe that lovers of good, wholesome food ever tire reading it.

Uneeda Biscuit are the result of two ideas. That soda crackers could be made better than they had ever been made before. That it was possible to convey them to the home fresh, crisp and clean.

The importance of the soda cracker as an article of daily consumption, made this worthy of extraordinary effort. True, many people laughed at the idea of so much thought—time—labor—capital, being devoted to a soda cracker. But the greatest industries of the greatest country in the world have been developed from smaller things than a soda cracker, and so it seemed worth while to make the best soda cracker that could be made and to place it on the table as good as it had been made.

To do the first required the selection of the best materials, of the best equipment, the highest skill. To do the second upset all traditions. The oldest bakers said there was no way to keep a soda cracker good. That no one expected it any way. That people were satisfied to eat them stale, as they had been in the habit of doing. And so it fell to the lot of younger minds to do this unheard of thing—to keep a soda cracker good until eaten.

The result was the creation of the In-er-seal Package with red and white seal. An invention that kept out the air, moisture, dust germs, that first retained the natural flavor of the biscuit, keeping it crisp and fresh until it reached the table, and so **Uneeda Biscuit** became a reality. The little thing that seemed hardly worth while became a great thing that seemed hardly possible.

To-day over 300,000,000 packages have been consumed by the thoughtful people of this country and the demand is ever increasing.

That is the story of **Uneeda Biscuit.** Some day we will tell it over again for the benefit of those who are still "satisfied" with the stale and broken crackers that come in a paper bag, when they can get **Uneeda Biscuit** whole, fresh, and clean.

5¢

NATIONAL BISCUIT COMPANY

WHEN BEN HUR CAME TO TOWN

Busy Night for Stage Hands and the Company in General.

PEOPLE HUSTLE FOR PLACES TO SLEEP

Omaha Hotels Already Filled and the Subjects of the Great Caesar Have Hard Time to Find Beds.

Mr. Ben Hur of Jerusalem, Palestine, arrived in Omaha from Minneapolis at 7 o'clock last night, accompanied by his mother, his sister, Tirzah, his erstwhile friend, Messala, old Arrius, the galley master, the three wise men of the east and four coach loads of other folks. With him there came also seven baggage carloads of the Roman empire, four 100-to-1 shots from the running stable of Shiek Iderim, eight other, but less speedy, chariot horses from rival stables in Rome and Louisville; four camels for the journey of the wise men; sixteen property men with a reputation, and a fierce, electric-wired stage manager with an insatiable desire for work and worry.

Awaiting these arrivals there were at the Boyd theater fifty special property men under Stage Manager Clark; an orchestra enlarged to twenty-four pieces; two sixty-horse power motors perched high in the fly balconies; an army of 125 supernumeraries of sizes adjusted for every impersonation from flower girls to Roman soldiers, and a stage bared to accommodate sixty drops (four times as many as the average well staged production); four carloads of set pieces and the cradles, tracks and three panoramic canvasses necessary in the reproduction of the chariot race.

Sunday Work Was Plenty.

All Sunday morning the musicians played and replayed pieces, new to many of them because written especially to convey the spirit of the scenes of the Wallace book. All Sunday afternoon and for several hours Sunday evening the captain of supernumeraries drilled his raw recruits, the Roman soldiers at the Creighton hall and the flower children at the Schlitz hall. And all day Sunday and for eight hours Sunday night the stage crew worked, placing the settings in the order in which they will be needed and experimenting with the chariot cradles on the stage tracks, during one of which experiments a ball-bearing roller slipped from its groove and created general havoc. This morning this whole little Oriental world is to assemble on the Boyd stage at an early hour for the most stupendous and quaintest full dress rehearsal ever seen in Omaha.

The newspapers and the general public have been making considerable fuss over Mr. Hur and his folks, yet notwithstanding this and the additional fact that he has always been very particular in his choice of companions (except, of course, while in the navy as an oar stroke), some of his closest companions had difficulty last night in getting under roof in Omaha.

Lodging Places Were Scarce.

Ben himself was all right because he is getting $100 per week now and can afford to pay for the braid on a bell boy's clothes, but some very distinguished Roman senators had to give up to some very obscure Nebraska implement dealers who had spoken to the hotel men first, and the three wise men of the East had to give up to three still wiser men of the same nationality, but from points less far eastward, such, for instance, as New York, Utica and Yonkers. Amrah and Tirzah found accommodations finally, but some of the other women and girls had as much hard luck as if the leprosy were not all out of their systems, and they tramped about from hotel to boarding house until well into the night before the last found places. Meanwhile the common, warty handed cornsheller, salesman and railroad grievance committeeman looked on in comfortable security and speculated on how often they could stand for the show at its somewhat altitudinous prices.

ROADS ARE YET BLOCKADED

Northern Pacific and Great Northern Trains Stalled by Effects of Chinook Still Raging.

TACOMA, Wash., Jan. 4.—There was nothing doing on the Northern Pacific today, not a train leaving the city, and the railroad officials are unable to make any definite statement as to the future.

The Chinook still prevails and water is pouring down the Cascades in torrents. At Martin, on the east side of the tunnel, there is a washout of nearly 300 feet, while several places between the tunnel and Ellensburg are under water or the tracks covered with mud.

To sum up the difficulty the Northern Pacific is struggling with, there are five washouts on the main line between Castle Rock and Kelso. There are innumerable slides all the way from Cosmopolis to the terminus on the Gray's Harbor branch. The Auburn cut-off is under water for miles. Nearly a mile of track is gone in one place on Green river. Five or six minor washouts are reported between Lester and Palmer.

The big washout at Martin is followed by a succession of washouts and landslides all the way to Ellensburg. The South Bend branch is under water and covered with slides from Willapa to the terminus.

The company has two passenger trains tied up at Maywood and is taking the best care possible of the passengers. There are slides ahead and washouts behind, and arrangements are being made to get supplies to the trains. There is no way to get the passengers out at present, owing to the washing out of all road bridges in that section.

Not a county road can be followed a mile in any direction.

One passenger train is bound up at Lester, where the passengers are being cared for by the railroad. No communication is possible either way until the water shall have abated.

The Great Northern is in exactly a similar position. Trains were directed over the Northern Pacific because of the bridge at Meadow Brook being carried away, but before they were gotten through the Northern Pacific was also blocked.

GODFREY HUNTER THREATENED

Knew of Conspiracy Against His Life and that is Why He Killed W. H. Fitzgerald.

LOUISVILLE, Ky., Jan. 4.—A relative of former Minister Godfrey Hunter of Guatemala has received a letter from Sam Castleman, formerly of Chicago, but who is now in Guatemala, saying that Godfrey Hunter, jr., who killed W. H. Fitzgerald in Guatemala City, had been threatened with assassination prior to the killing if he refused to leave the country. According to Mr. Castleman thirty-six witnesses at the investigation of the shooting by the Guatemalan government say that six men had formed a conspiracy to shoot Hunter. None of these men, the letter says, is now in Guatemala City, while two are no longer in the republic.

Mr. Castleman further says that the shots which killed Fitzgerald were fired in self-defense. He also says that Secretary of the Legation Bailey had been threatened by the alleged conspirators.

Charged with Bank Robbery.

MACON, Mo., Jan. 4.—Four men, suspected of complicity in the robbery last week of a Union, Mo., bank, when $15,000 was secured, were arrested here tonight. Fred Rawlins, one of the men, surrendered to the sheriff and betrayed his alleged confederates, because "they had refused to divide fairly." The other three men disclaim any knowledge of the robbery. One of them gave his name as Thomas Nea of St. Paul and another gave the name of J. W. Bower of Kansas City.

AFFAIRS AT SOUTH OMAHA

Council Committee Expected to Report Upon Important Measure.

PROPOSITION OF THE BURLINGTON ROAD

Indications Are that the Council Will Favor the Plan, Which Means Extension of the Railroad Yards.

At tonight's meeting of the city council it is expected that the judiciary committee, which is composed of Welsh, Queenan and O'Connor, will turn in a report on the ordinance introduced a week ago in relation to the vacation of certain streets and alleys in the western part of the city. It is understood that the Burlington road wants to trade a patch of land on Boyd street for a strip along Thirty-sixth street. Some alleys in a gully are also involved. Just what the committee will report is mere conjecture, but it has been inferred that the council will favor the ordinance for the reason that it will mean an extension of the railroad yards in the western part of the city.

At the present time a steam shovel is working night and day, making a cut 400 feet in width through the hill west of the yards, for the purpose of laying tracks from the Burlington yards at Thirty-sixth and L streets direct to the new cattle yards at the stock yards. It is understood that more room is needed by the Burlington for its sidetracks, and therefore it has asked the city to vacate Thirty-sixth street from I to L streets.

A railroad official stated yesterday that the vacation of the street and the alleys asked for will mean some active railroad construction here in the spring. The idea is to run tracks down from the Burlington yards right into the cattle yards, thus making a short cut, saving not only time, but giving shippers much better service.

Manager Manchee Transferred.

It was reported several days ago that T. D. Manchee, manager of the Swift plant in this city, was to be transferred to Chicago and that an eastern man would take his place. This report was practically verified by telegrams from Chicago yesterday. Mr. Manchee has been the manager of the plant here for several years and it is said that he was quite popular among the employes of the company. The change in management will, it is asserted, take place about the middle of the present month.

Howe Gets Vacation.

Robert L. Howe, general manager of the Armour interests here, is going south for a months's vacation. In his trip Mr. Howe will visit most of the principal southern cities and he may go as far as the City of Mexico. While Mr. Howe is away W. E. Pierce, head of the beef department of Armour's at Chicago, will remain here and act as temporary manager.

Petition for Copenharve.

A petition is being circulated in South Omaha recommending to Judge Lee Estelle the appointment of W. J. Copenharve as bailiff of the criminal court. The petition now has a large number of signers.

Anna Fitle's Funeral.

Funeral services over the remains of Miss Anna Fitle were held at the First Presbyterian church at 2 o'clock yesterday afternoon. Rev. Dr. R. L. Wheeler delivered the address. The church was crowded with friends of the deceased. Beautiful floral offerings from friends completely covered the casket. Dr. Wheeler spoke most feelingly of the life of Miss Fitle and mentioned the esteem in which she was held by her many friends here. He spoke also of the sad blow to Frank Fitle, foster father of the deceased. The music was specially arranged for the occasion and Miss Jessie Carpenter sang one or two selections. Interment was at Laurel Hill cemetery. The pallbearers were: A. Miller, Colonel A. L. Lott, J. L. Kuhn, James Murphy, J. H. Loechner and P. J. Bock. All of the pallbearers are members of the Board of Education.

Week of Prayer.

The week of prayer will be observed by the Protestant churches of South Omaha by the holding of union services. The first of the series of meetings will be held at the Baptist church, Twenty-fifth and H streets, this evening. Dr. R. L. Wheeler will deliver a sermon on "The Church Militant." Tuesday evening services will be held at the Presbyterian church, the subject being "Missions," with Rev. M. A. Head as leader; Wednesday evening Disciples' church; topic, "Special Work Among the Young," Rev. Andrew Renwick in charge; Thursday evening, Rev. Leander Lane will conduct services at United Presbyterian church and will preach on "Nations and Their Rulers." Services on Friday evening will be held at the Methodist church, with Rev. George Van Winkle in charge. His subject will be "Ministry of the Gospel." These services will commence promptly at 7:30 o'clock each evening.

Must Build Sewer.

Members of the city council and the city engineer have agreed that two catch basins and a sewer 400 feet in length must be built from Twenty-fourth to Twenty-fifth streets on H street. An inspection of this ground was made a few days ago by a committee of the council, in company with the engineer, and the opinion of all was that an emergency existed, and that in order to save the street from washing out and causing damage to abutting property the storm water would have to be taken care of by the construction of a couple of catch basins and the building of a sewer. Plans are being made now for this work and operations will commence as soon as the weather will permit.

Regular Board Meeting.

The regular monthly meeting of the Board of Education will most likely be held this evening. For the past six weeks the meetings of the board have been few and far between and it may be that tonight's session will be short. Arrangements were made prior to the holiday vacation to pay December salaries, so that only ordinary claims will have to be considered tonight and such new business as may be brought up.

Magic City Gossip.

Guy Collins is home from a two weeks' southern trip.

The city schools open today after the usual holiday vacation.

Mrs. Donna Allbery has returned from a week's visit with friends in Iowa.

Homer Peyton is here for a few days from St. Louis. He is visiting his parents and friends.

Albert Mudre and Joseph Milcer came from Lincoln yesterday to attend the funeral of Miss Anna Fitle.

Rev. A. M. Head of the Methodist church preached a sermon last evening on the topic, "The White Horse and His Rider."

The infant child of Mr. and Mrs. Albert Smith, Twenty-sixth and N streets, was buried at St. Mary's cemetery yesterday afternoon.

MAY SEEK THE FEDERAL COURT

Packers at St. Joseph Against Whom Finding of Price Compact is Made May Appeal.

ST. JOSEPH, Mo., Jan. 4.—An effort will be made by the packers of this city, alleged to be in a combine to maintain prices, to get their cases into the federal court if state authorities make an attack on the charters of the corporations.

The finding of the master in chancery that a combine exists gives the attorney general an opportunity to administer a nominal fine. He has not indicated what further action he will take.

Texas Doctor Shot.

WALLER, Tex., Jan. 4.—Dr. J. J. Arondale was shot and killed during a quarrel with T. Bengord. The cause of the quarrel is not known.